

# The China Mail.

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HONGKONG, THURSDAY, DECEMBER 2, 1886.

日七初月一十年戌丙

Price, \$2 per Month.

## AGENTS FOR THE CHINA MAIL.

LONDON: F. ALLEN, 11 & 12, Clement's Lane, Lombard Street, E. C. GORDON STREET & Co., 30, Cornhill. GORDON & GORDON, Ludgate Circus, E. C. BATES HENRY & Co., 37, Watlington, E. C. SAMPSON LOWE & Co., 150 & 151, Ludgate Hill. PARIS AND RUSSIA: AMERIK PRINCE & Co., 30, Rue Lafayette, Paris. NEW YORK: ANDREW WIND, 21, Park Row. SAN FRANCISCO and American Ports generally: BRAN & BLACK, 554 Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND: GORDON & GORDON, Melbourne and Sydney. CEYLON: W. M. SMITH & Co., THE APOTHECARIES CO., Colombo. SINGAPORE, STRAITS, &c.: SAYLE & Co., Square, Singapore. C. HENRIKSEN & Co., Manila. CHINA: MACAO, F. A. DE CARO, Sucro, Quilao & Co., Amoy, WILSON, NICHOLSON & Co., Foochow, HEDDER & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, Kobe, GAWFORD & Co., and KELLY & Co.

## Banks.

### NOTICE.

## RULES OF THE HONGKONG SAVINGS BANK.

1. The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
2. Sums less than \$1. or more than \$250 at one time will not be received. No depositor may deposit more than \$25,000 in any one year.
3. Depositors in the Savings Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
4. Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.
5. Each Depositor will be supplied gratis with a Pass-Book which must be presented with any payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
6. Correspondence as to the business of the Bank if marked On Hongkong Savings Bank Business is forwarded free by the various British Post Offices in Hongkong and China.
7. Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
JOHN WALTER,  
Acting Chief Manager.

## HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000  
RESERVE FUND, \$4,500,000  
RESERVE FOR DEPRECIATION, \$200,000  
RESERVE LIABILITY OF PROPRIETORS, \$7,500,000

COURT OF DIRECTORS.  
Chairman—M. GROTE, Esq.  
Deputy Chairman—H. HOPKINS, Esq.  
H. J. BELL IRVING, Esq.  
O. D. BOTTOMLEY, Esq.  
W. E. DUFFY, Esq.  
H. L. DALRYMPLE, Esq.  
Hon. A. P. McLEWEE, Esq.  
Hon. F. D. SASSOON, Esq.

CHIEF MANAGER.  
HONGKONG—THOMAS JACKSON, Esq.  
Acting Chief Manager—JOHN WALTER, Esq.  
MANAGER.  
SHANGHAI—EVEN GARDNER, Esq.  
LONDON BANKERS—LONDON AND COUNTY BANK.

## HONGKONG.

INTEREST ALLOWED.  
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 " " "  
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.  
Orders granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER,  
Acting Chief Manager.

Hongkong, August 28, 1886. 947

## Notices of Firms.

### NOTICE.

WE Have authorized Mr. ED. MILLER to SIGN BILLS OF LADING in our Name from this date.

SIEMSEN & Co.  
Hongkong, November 29, 1886. 2274

### NOTICE.

THE Undermet has This Day RESIGNED the Practice of DENTAL SURGERY at Hongkong.

H. H. WINN, D.D.S.

CONVERTING ROOMS. Bank Buildings, Queen's Road, opposite Main Entrance to Hongkong Hotel.

Hongkong, November 8, 1886. 2123

### NOTICE.

DURING my temporary Absence my Business, of SHARE AND GENERAL BROKER, and AUCTIONEER, also the AGENT of MESSRS. CALBECK, McFARLANE & Co. of Shanghai, will be conducted by Mr. W. KERFOOT HUGHES.

E. JONES HUGHES.

Hongkong, November 11, 1886. 2150

## Notice of Firm.

### NOTICE.

WE Have Admitted Mr. JACOB SILAS MOSES a PARTNER in our Firm in Hongkong and China from the 1st January, 1886.

E. D. SASSOON & Co.  
Hongkong, November 24, 1886. 2238

## Prospectus.

### ABRIDGED PROSPECTUS OF THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY (LIMITED).

INCORPORATED UNDER THE COMPANIES' ORDINANCES OF HONGKONG.

CAPITAL, \$1,700,000, Divided into 17,000 Shares of \$100 each, payable as follows:—\$25 on application and \$75 on allotment.

Directors: THE HONORABLE J. BELL IRVING, THE HONORABLE F. D. SASSOON, THE HONORABLE C. P. JACOBSEN, C. CHATFIELD, Esq., W. H. F. DUFFY, Esq., M. GROTE, Esq., H. HOPKINS, Esq., E. H. HUNTINGTON, Esq., J. S. MOSES, Esq.

Bankers: THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Secretary: ISAAC HUGHES, Esq.

Solicitors: MESSRS. WOOTTON & DEACON.

Auditors: MESSRS. G. S. COXON AND T. I. ROSE.

THIS Company has been formed for the purpose of amalgamating and working as one concern the undertaking known as MESSRS. JARDINE, MATHESON & Co.'s Piers and Godowns with the undertaking known as the HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO BOAT COMPANY. The objects of the Company are more particularly set out in the Memorandum and Articles of Association, copies of which can be seen in London at the offices of MESSRS. JARDINE, MATHESON & Co., No. 3 Lombard Street, E.C.4; in Shanghai at the offices of MESSRS. JARDINE, MATHESON & Co., and in Hongkong at the Company's Office, Pedder Street.

The property known as MESSRS. JARDINE, MATHESON & Co.'s Piers and Godowns consists of portions of Marine Lote Nos. 95, 96, 97, and 98, and a right of water frontage of over 617 feet, and an area of over 100,000 square feet, with the Godowns and buildings thereon, having a gross storage capacity of over 50,000 tons; the wharf, measuring on the main front 550 feet, on the side 325 feet, and on the side 315 feet, showing a total berthing capacity of 1180 feet; a pair of Shafts capable of lifting 25 tons, and rolling stock, including 4038 feet of Decauville's patent tramway, 33 waggons and turntables.

The property of the HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO BOAT COMPANY consists of Kowloon Marine Lote Nos. 9, 10, 11, 20, and 21, having a Praya frontage of 1620 feet and an area of 414,000 square feet. The Godowns on these lots have a gross storage capacity of 178,200 tons; three Wharves, measuring 433 feet long and 37 feet 6 inches broad, another measuring 475 feet long and 27 feet 6 inches broad, and the third measuring 501 feet long and 45 feet 6 inches broad, (six of the largest vessels that enter Hongkong can be berthed at these wharves at the same time)—rolling stock, including 2970 yards of 5.65 miles of Fowler's patent tramway, two weighing machines for waggons, 45 turntables, 56 Fowler's general purpose waggons, 40 Decauville's general purpose waggons, 35 Fowler's double tipping coal waggons, 2 steam hoisting gears, the steam launch "Kowloon," Hongkong, and 2200 tons of coal, 4000 tons of iron, and 4000 tons of other goods, all capable of holding 200 tons, and 3 Chinese cargo boats together capable of holding 125 tons.

The two undertakings above referred to have been working satisfactorily for some period.

It has been arranged to purchase Kowloon Island Lote Nos. 211, 212, 213 and 214, having a total road frontage of 938 feet and an area of over 145,000 square feet.

Of the total Capital of \$1,700,000 the sum of \$1,000,000 has been taken up by the vendors of the various lands and premises, as more particularly mentioned in the Memorandum of Association, and the remaining \$700,000 only is offered to the Public for subscription.

The Contracts for extending and completing the Godowns and Wharves of the HONGKONG AND KOWLOON WHARF GODOWN AND CARGO BOAT COMPANY will be entered into at a sum estimated not to exceed \$100,000. The owners of the Godowns and Wharves have already paid a portion of this estimated sum, and will continue to pay so much thereof as falls due up to the time when the premises are acquired by the Company, when the Company will repay to these owners so much of the said estimated sum as they shall then have paid.

Applications for Shares will be received in London, up to and inclusive of the 15th January 1887, by Messrs. MATHESON & Co., and in Shanghai, up to and inclusive of the 31st December 1886, by Messrs. JARDINE, MATHESON & Co.; and in Hongkong, up to and inclusive of the 31st December 1886, by the Secretary; and the amount payable on application must be paid to the Hongkong and Shanghai Banking Corporation. If no allotment is made the deposit will be returned, without any deduction, but without any interest, and where the number of shares allotted is less than the number applied for, the surplus will be credited in reduction of the amount payable on allotment and any excess returned.

Forms of applications for shares may be obtained in London from Messrs. MATHESON & Co., in Shanghai from Messrs. JARDINE, MATHESON & Co., and in Hongkong from the Secretary.

Hongkong, 18th Nov., 1886. 2201

## Business Notices.

## LANE, CRAWFORD & CO.

ARE NOW MAKING THEIR

## ANNUAL DISPLAY

FANCY GOODS FOR PRESENTS,  
CHILDREN'S TOYS,  
CHRISTMAS CONFECTIONERY,  
COSAQUES & BONBONS.

LANE, CRAWFORD & CO.

Hongkong, December 2, 1886. 2292

## ROBERT LANG & Co.,

Tailors, Hatters, Shirtmakers & General Outfitters,  
QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

ARE SHOWING

A CHOICE SELECTION OF

## OVER COATINGS,

to which they INVITE the attention of their Customers.

SPECIALTY

Superfine Black Cloth Dress Suit,  
\$30.00.

Hongkong, December 1, 1886. 2283

## Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, Reading, Billiard and Smoking Rooms.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE & HING KEE, Proprietors.

Hongkong, September 16, 1886. 1612

## KELLY & WALSH, LD.,

LETTS DIARIES 1887.  
CHAS. LETTS' DIARIES 1887.  
IMPERIAL ANGLICAN-CHINESE DATE BOOK.  
IMPERIAL ENGLISH AND CHINESE DIARY.  
BOY'S OWN ANNUAL 1887.  
CHILD'S OWN ANNUAL 1887.  
HARPER'S YOUNG PEOPLE—Yearly Volume.  
ST. NICHOLAS MAGAZINE—Yearly Volume.  
VOLUMES FOR 1887 OF CHATTERBOX—LITTLE WIDE AWAKE—CHILDREN'S FRIEND.  
INFANT'S MAGAZINE.  
King Solomon's Mines.  
John Marley's Wonders—ROUSSEAU—VOLTAIRE—DIDEROT—COMPTON—MISCELLANIES.

KELLY & WALSH, LIMITED.—HONGKONG.

Hongkong, November 26, 1886. 2243

## W. POWELL & Co.

Fur Department.

One of the Largest and Best ASSORTED STOCKS in the East.

MUFFS, COLLARETTES, MANTLES, JACKETS, SETS, TRIMMINGS, TIES, &c.

MADE OF—SEAL, RACON, MASQUINE, CHINCHILLA, LYNX, GOAT, OPOSSUM, HARE, RABBIT, FOX, &c., &c. BLACK RABBIT TRIMMINGS, all widths; SILVER FOX, and GOAT TRIMMINGS, all widths; WHITE SWANSWOOD TRIMMINGS, FEATHER TRIMMINGS and COLLARETTES, &c., &c. FUR LINED COATS, FUR LINED KID GLOVES, REAL SEAL SKIN, MUFF BAGS, &c., &c.

W. POWELL & Co.

VICTORIA EXCHANGE, November 23, 1886. 2225

## THE BON MARCHE.

(CHEAP MARKET).

ADJOINING THE STAG HOTEL (NEXT DOOR).

CONSISTING OF A STOCK OF FANCY AND USEFUL ARTICLES, At Cash Prices and for Cash only.

WATCHEES, MUSICAL INSTRUMENTS, ALBUMS, KNIVES, CUTLERY, LEATHER GOODS, CLOCKS, and a varied Stock of FANCY GOODS of all kinds.

BON MARCHE, next door to THE STAG HOTEL.

Hongkong, September 8, 1886. 1739

## GRIFFITH'S

NEW VIEWS OF HONGKONG AND KOWLOON, NOW READY, 1, DUNDRELL STREET.

## GRIFFITH & Co.,

MANUFACTURERS OF THE LONDON BRATED WATERS, 1, DUNDRELL STREET.

Continue to Supply: SODA WATER, LEMONADE, FRUITADE, RASPBERRY, &c., &c., &c.

At the same Moderate Charges.

Hongkong, June 9, 1886. 957

## NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, upon their arrival in the Harbour, NONE of the Company's FOREMEN should be at hand. Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Under-Signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, August 25, 1886. 1458

## Prospectus.

### PROSPECTUS OF THE CHINESE IMPERIAL GOVERNMENT SEVEN PER CENT. SILVER LOAN 'E', 1886.

In Terms of Agreement made with His EXCELLENCY CHUN YUN and confirmed by the TSUNG-LI YAMEN to the British MINISTER at Peking on the 13th August, 1886.

The Loan is for Kiping Tael 700,000, the equivalent of Tael 767,200, Shanghai Sycee, in Bonds of Shanghai Tael 250 each.

Interest at the rate of Seven per Cent. per Annum, payable half-yearly on 31st March and 30th September.

The First Payment of Interest will be made on 31st March, 1887, and calculated from 15th December, 1886.

The Bonds are redeemable at par by half-yearly drawings up to 31st March, 1917, as per Schedule attached to Prospectus.

Principal and Interest payable at the Shanghai Office of the HONGKONG AND SHANGHAI BANKING CORPORATION, and at other Offices of the Bank at the current rates of Exchange for Demand Bills on Shanghai.

With reference to the foregoing the HONGKONG AND SHANGHAI BANKING CORPORATION invite Tenders for the above Loan until 4 o'clock p.m. on WEDNESDAY, the 15th December, 1886.

No Tender will be entertained under Tael 250 for each Bond.

The Amount allotted must be paid in Dollars at Exchange of 72 on or before the 22nd December, 1886, when letters of allotment will be exchanged for Bonds to Bearer.

PROSPECTUS AND FORM OF TENDER can be obtained on application at the Bank.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

Agents Issuing the Loan,

JOHN WALTER, Acting Chief Manager.

Hongkong, November 24, 1886. 2230

## Notices to Consignees.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM SOERABAYA, SAMARANG, BATAVIA, SINGAPORE AND SAIGON.

THE Company's S.S. *Deponhurst* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into Messrs. JARDINE, MATHESON & Co.'s Godowns, West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 8th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, December 1, 1886. 2286

## STEAMSHIP MELBOURNE.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, Antwerp, Havre, Bordeaux, or S.S. *Yorobou*, *Romani*, *President Leroy*, *Leitner* and *Ville de Lille*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon To-day (Monday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after Monday, the 6th December, at Noon, will be subject to rent.

All Claims must be sent in to me on or before Wednesday, the 8th December, or they will not be recognised.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, November 29, 1886. 2262

## UNION LINE.

FROM NEW YORK, PENANG AND SINGAPORE.

THE Steamship *Perthia*, Captain BUCHAN, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd Proximo, or they will not be recognised.

RUSSELL & Co., Agents.

Hongkong, November 23, 1886. 2226

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Wingang*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into Messrs. JARDINE, MATHESON & Co.'s West Point Godowns, whence delivery may be obtained.

Cargo remaining undelivered after the 5th December will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, November 29, 1886. 2264

## Intimations.

### ZETLAND LODGE.

No. 525.

A Regular MEETING of the above LODGE will be held in FRIMMERSON'S Hall, Zealand Street, THIS EVENING, the 2nd December, at 8.30 for 9 p.m., precisely. VISITING BRETHREN are cordially INVITED.

Hongkong, December 2, 1886. 2255

## THE HONGKONG & MACAO GLASS MANUFACTURING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY MEETING of this Company will be held at the Registered Office, Hongkong, on FRIDAY, the 10th December, 1886, at 3.30 o'clock p.m., for the purpose of Cancelling the Special Resolution passed at the Meeting of the Company held on the 25th November, 1885.

RUSSELL & Co., General Managers.

Hongkong, December 1, 1886. 2287

## HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

THE Adjourned Extraordinary MEETING will be held at the Hongkong Hotel on FRIDAY, the 10th December next, at 3 o'clock p.m. Business: To arrange for the winding up of the Company.

WILLIAM LEGGIE, for the Directors.

Hongkong, November 29, 1886. 2272

## DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist.

(FORMERLY ARTICLED APPRENTICE AND LATELY ASSISTANT TO DR. ROSS.)

THE urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. Ross, at No. 2, DUNDRELL STREET.

CONSULTATION FREE.

Discount to missionaries and families. Sole Address: 2, DUNDRELL STREET, (Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 66

## HONGKONG RACES, 1887.

WEDNESDAY, THURSDAY & FRIDAY, the 23rd, 24th, and 25th February.

HONGKONG DERBY.

THE HONGKONG DERBY, a SWEEPSTAKES of \$20 each, half forfeit if declared on or before the date of Closing Entries, with \$



## To-day's Advertisements.

**FOR SHANGHAI.**  
The Steamship  
Yangtze,  
Capt. F. SCHULZ, will  
be despatched for the  
above Port TO-MORROW, the 3rd Instant,  
at 4 p.m.

For Freight or Passage, apply to  
**SIEMSEN & Co.**  
Hongkong, December 2, 1886. 2289

## NORDEUTSCHER LLOYD.

## NOTICE.

**STEAM TO SHANGHAI.**  
The Co.'s Steamship  
Oder,  
Capt. F. SCHULZ, will  
be despatched for the above  
Port TO-MORROW, the 3rd Instant,  
at 5 p.m.

For further Particulars, apply to  
**MELCHERS & Co.**  
Agents.  
Hongkong, December 2, 1886. 2290

## NORDEUTSCHER LLOYD.

## NOTICE.

**STEAM TO YOKOHAMA, KOBE AND  
NAGASAKI.**  
(Passing through the INLAND SEA.)  
The Co.'s Steamship  
Stettin,  
Capt. E. F. W. WARKER, will  
leave for the above  
Ports TO-MORROW, the 3rd Instant,  
at 5 p.m.

For further Particulars, apply to  
**MELCHERS & Co.**  
Agents.  
Hongkong, December 2, 1886. 2297

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

## FOR SHANGHAI.

(Taking Cargo & Passengers at through rates  
for CHEFOO, HANKOW and Ports  
on the YANGTZE.)  
The Co.'s Steamship  
Canton,  
Capt. BAZZANI, will  
be despatched as above  
on SATURDAY, the 4th Instant, at 5 p.m.

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.**  
General Managers.  
Hongkong, December 2, 1886. 2290

## STEAM TO BOMBAY VIA STRAITS.

(With option of calling at COLOMBO.)  
The P. & O. S. N. Co.'s  
Steamship  
Kilwa,  
Capt. LAGRE, will  
be despatched as above  
on WEDNESDAY, the 8th Instant, at 3 p.m.

E. L. WOODIN,  
Acting Superintendent.  
P. & O. S. N. Co.'s Office,  
Hongkong, December 2, 1886. 2293

## OCEAN STEAMSHIP COMPANY.

## FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates  
for KINHO, CHEFOO, NEW-  
CHANG, TIENTSIN, HANKOW and  
Ports on the YANGTZE.)  
The Co.'s Steamship  
Anchises,  
Capt. LAGRE, will  
be despatched as above  
on SATURDAY, the 11th Instant.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, December 2, 1886. 2299

AUSTRO-HUNGARIAN LLOYD'S  
STEAM NAVIGATION COMPANY.

## STEAM FOR

SINGAPORE, PENANG, COLOMBO,  
BOMBAY, ADEN, SUET, PORT  
SAID, BRINDISI AND TRIESTE.  
(Taking Cargo & Passengers at through rates to CAL-  
CUTTA, MADRAS, PERSIAN  
GULF, BLACK SEA, LEVANT and  
ADRIATIC PORTS.)

The Co.'s Steamship  
Elektra,  
Capt. G. RAUSCH, will  
be despatched as above  
on WEDNESDAY, the 16th Instant, at Noon.  
For further Particulars, regarding Freight  
and Passage, apply to the Agents of the  
Company, Emsy Central.

O. BACHRACH,  
Agent.  
Hongkong, December 2, 1886. 2291

Occidental & Oriental Steam-  
Ship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS.

ATLANTIC & OTHER CONNECTING  
STEAMERS.

The Steamship **SAN PABLO** will  
be despatched for San Francisco, via  
Yokohama, on TUESDAY, the 21st  
December, at 3 p.m.

Connection being made at Yokohama,  
with Steamers from Shanghai and Japan  
ports.

All Parcel Packages should be marked to  
address in full, and same will be received  
at the Company's Office, until 5 p.m. of the  
day previous to sailing.

Return Passengers—Passengers, who  
have paid full fare, re-embarking at San  
Francisco for China or Japan (or vice versa)  
within six months, will be allowed a discount  
of 20% from Return Fare. If re-embarking  
within one year, an allowance of 10% will  
be made from Return Fare. Pre-Paid Re-  
turn Passage Orders, available for one year,  
will be issued at a discount of 25% from  
Return Fare. These allowances do not apply  
to through fares from China and Japan to  
Europe.

Consular invoices to accompany Cargo  
destined to ports beyond San Francisco,  
should be sent to the Company's Office,  
addressed to the Collector of Customs, San  
Francisco.

For further information as to Freight  
or Passage, apply to the Agents of the  
Company, No. 501, Queen's Road Central.  
C. D. HARMAN,  
Agent.  
Hongkong, December 2, 1886. 2295

## To-day's Advertisements.

**WANTED.**  
**HOUSE** at the Peak, 4 or 5 ROOMS,  
from April or May next.  
A. & K.,  
c/o. China Mail Office.  
Hongkong, December 2, 1886. 2294

## NORDEUTSCHER LLOYD.

## NOTICE TO CONSIGNEES.

STEAMSHIP ORDER FROM BREMEN  
AND PORTS OF CALL.

THE above-named Steamer having ar-  
rived, Consignees of Cargo are hereby  
informed that their Goods, with the excep-  
tion of Opium, Tea and Valuable, are  
being landed and stored at their risk into  
the Godowns at the Kowloon Piers, whence  
delivery may be obtained.

Optional Cargo will be landed here in  
Hongkong unless notice to the contrary be  
given before Noon TO-MORROW, the 2nd Inst.  
No Claims will be admitted after the  
Goods have left the Godowns, and all Goods  
remaining after the 8th Instant will be  
subject to rent.

All broken, chafed, and damaged Goods  
are to be left in the Godowns, where they  
will be examined on TUESDAY, the 7th  
Instant, at 4 p.m.

Any Claims must reach us before the 10th  
Instant, or they will not be recognised.  
No Fire Insurance has been effected.  
**MELCHERS & Co.,**  
Agents.  
Hongkong, December 2, 1886. 2298

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for any  
Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour.

Adolph, German brig, Captain John  
Poeke, Schellhaus & Co.  
Chitron, British barquentine, Captain  
Thos. Girdley, Order.

Claro, Russian, British barque, Capt.  
Wm. Brown, Chinese.  
Enos, American ship, Capt. J. T.  
Soule, Master.

Ezer, German brig, Capt. E. Schwartz,  
Chinese.  
Fred. P. Litchfield, Am. barque, Capt.  
O. C. Young, Gonsalves & Co.  
John Pharey, British ship, Capt. Thos.  
Ryan, Messageries Maritimes.

Parthia, British steamer, Captain G. C.  
Brough, Russell & Co.  
Ralph M. Hayward, Am. bark, Capt.  
Joseph Baxter, Arnold, Karberg & Co.  
Sarah Hignett, American ship, Capt. A.  
Morgan, Ed. Schellhaus & Co.

Ventura, Spanish barque, Captain R.  
Batival, Remedios & Co.

Fred. P. Litchfield, Am. barque, Capt.  
O. C. Young, Gonsalves & Co.  
John Pharey, British ship, Capt. Thos.  
Ryan, Messageries Maritimes.

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Sarah Hignett, American ship, Capt. A.  
Morgan, Ed. Schellhaus & Co.

Jackson, Shanghai November 24, 1886  
28. Amoy 2nd and Swatow December 1.  
General.—BUTTERFIELD & SWIRE.  
Oder, German steamer, 1,892, Fr. Pfaff,  
Bremen and Singapore November 26, Mails  
and General.—SIEMSEN & Co.  
Robusta, British steamer, 997, H. W.  
Hogg, Shanghai and Swatow December 1.  
General.—JARDINE, MATHESON & Co.  
Yangtze, British steamer, from Wham-  
poa.

Monocacy, American sloop-of-war, from  
Canton.  
Velocity, British barque, from Whampoa.  
Independent, German steamer, 761,  
Hansenwink, Saigon November 26, Rine  
and Paddy.—WRENN & Co.

## DEPARTURES.

December 2.—  
Melbourne, for Europe.  
Glenn, for Amoy and Shanghai.  
Tianjin, for Singapore and Bombay.  
Tolani, for Cherbon.  
Pha Chiao Chou Kiao, for Bangkok.  
Belle, for San Francisco.  
Wingate, for Singapore and Calcutta.  
Palmarus, for Singapore and London.

Marie, for Haiphong.  
Edward May, for Hilo.  
Hueland, for Sydney.  
Triton, for Saigon.  
Gyngne, for Bangkok.  
Gyngne, for Singapore and London.  
Egry, for Haiphong.  
Thales, for Coast Ports.  
Zofiro, for Amoy and Manila.  
Asin, for Hilo and Pahlol.  
Catalina, for Hilo.

Marie, for Haiphong.  
Edward May, for Hilo.  
Hueland, for Sydney.  
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Gyngne, for Bangkok.  
Gyngne, for Singapore and London.  
Egry, for Haiphong.  
Thales, for Coast Ports.  
Zofiro, for Amoy and Manila.  
Asin, for Hilo and Pahlol.  
Catalina, for Hilo.

## PASSENGERS.

Arrived.  
Per Zofiro, from Manila, Messrs Lane  
and Bunell, and 76 Chinese.  
Per Palmarus, from Shanghai, & Co., Miss  
Pereira, Miss Rosario, and Mr Harding,  
and 638 Chinese.

Per Oder, from Bremen, & Co., Messrs  
Schramm, v. Farnum, v. Blankenburg,  
and P. Leonhart, Mr C. Heermann and  
family, Mrs. Vogt and family, Mrs. Fille  
and family, Messrs. Schumacher, E. Aerts,  
H. Weismann, E. Baumbach, A. Rhode, A.  
Hoffmann and E. Baumbach, and 105 Chi-  
nese.

Per Melbourne, from Hongkong, for Sai-  
gon, Messrs Dolpout, Chauflour, C. Tong,  
Y. Tong, N. Chai, C. Woo, and C. Sei. Mr  
and Mrs O. Catering, for Calcutta, Hon.  
F. D. Sassoon and servant, for Aden, Mr  
Charles Admole, for Marseille, Messrs  
O. King and Leita, Miss E. Houston, from  
Shanghai, for Saigon, Mr M. V. C. J.  
Genit, Mr and Mrs Lung Phuc Khanh,  
for Colombo, Messrs Wolf and Merlan, for  
Marseille, Messrs E. Stone, C. M. Dyce,  
A. P. J. Doyen, E. Nollet, Bernardin and  
E. Remard.

Per Tianjin, for Singapore, Messrs  
Kong Chiu Wai, Tui Ong Too, Pot Wong  
Yau, for Penang and Singapore, 60 Chi-  
nese.

Per Glauca, for Shanghai, Mr Sampson,  
Mr and Mrs Degardin and child, and Mr  
Van Corbach.  
Per Palmarus, for London, Messrs R.  
Reddock, J. Daniels and E. Nicklin.

To DEPART.  
Per Marie, for Haiphong, Mrs Schneider,  
Mr Dennis, and 45 Chinese.

## Vessels Advertised as Loading.

Destination.	Vessels.	Captain.	Agents.	Date of Leaving.
Bombay, via Straits.	Khiva (s).	G. Dolato.	P. & O. S. N. Co.	December 8, at 3 p.m.
Canton, Amoy.	D. Balduino (s).	Polfer.	Norddeutscher Lloyd.	About December 10.
Hamburg, and Ports of Call.	Oder (s).	L. Volmer.	Siemens & Co.	December 27, at noon.
London, via Suez Canal.	Elektra (s).	W. Baratt.	P. & O. S. N. Co.	December 7, at 4 p.m.
London, via Suez Canal.	Robilla (s).	Russell & Co.	Butterfield & Swire.	December 7.
Manila, via Amoy.	Sarpedon (s).	Talbot.	Gibb, Livingston & Co.	December 4, at 4 p.m.
San Francisco, Yokohama.	City of Peking (s).	Robhart.	Pacific Mail S. S. Co.	December 11, at 3 p.m.
San Francisco, via Yokohama.	San Pablo (s).	F. Schulz.	O. & O. S. N. Co.	December 21, at 3 p.m.
Shanghai, via Amoy.	Yangtze (s).	Polfer.	Siemens & Co.	December 3, at 4 p.m.
Shanghai.	Canton (s).	Bremner.	Jardine, Matheson & Co.	December 3, at 5 p.m.
Shanghai.	Sarpedon (s).	Bremner.	Butterfield & Swire.	Quick despatch.
Shanghai, via Amoy.	Dyessa (s).	Lagage.	Butterfield & Swire.	December 4.
Shanghai, via Amoy.	Anchises (s).	Godard.	Douglas, Leprie & Co.	Dec. 3, at daylight.
Trieste, &c.	Thales (s).	O. Requin.	O. Requin.	December 3, at 10 a.m.
Yokohama, Kobe and Nagasaki.	Elektra (s).	E. F. W. Warker.	Siemens & Co.	December 3, at 5 p.m.
Yokohama and Kobe.	Merionethshire (s).	Dutton.	Adams, Bell & Co.	December 6.

## SHARE LIST.—QUOTATIONS.

December 2, 1886.

Stocks.	No. of Shares.	Value.	Position per Last Report.	Last Dividend.	Dividend on Balance.
HONGKONG AND SHANGHAI BANK CORP.	50,000	111,760.34	111,760.34	22 div. 4 year	173% prem.
North-China Insurance Co., Ltd.	5,000	100,000	100,000	1885	Tls. 270 per share
Yongtze Insurance Company, Ltd.	8,000	160,000	160,000	1885	Tls. 115
Union Insurance Society Co., Ltd.	10,000	200,000	200,000	1885	ex div.
China Traders' Insurance Co., Ltd.	24,000	480,000	480,000	1885	ex div.
Canton Insurance Office Co., Ltd.	10,000	200,000	200,000	1885	ex div.
Chinese Insurance Co., Limited.	1,000	20,000	20,000	1885	ex div.
Hongkong Fire Insurance Co., Ltd.	8,000	160,000	160,000	1885	ex div.
China Fire Insurance Co., Ltd.	20,000	400,000	400,000	1885	ex div.
Singapore Insurance Company, Ltd.	40,000	800,000	800,000	1885	ex div.
H. K. O. and M. Steamship Co., Ltd.	8,000	160,000	160,000	1885	ex div.
Douglas Steamship Co., Limited.	20,000	400,000	400,000	1885	ex div.
Indo-China S. N. Company, Limited.	18,887	377,740	377,740	1885	ex div.
China and Manila S. S. Co., Ltd.	3,500	70,000	70,000	1885	ex div.
H'kong & Whampoa Dock Co., Ltd.	12,500	250,000	250,000	1885	ex div.
H. K. and China Gas Co., Limited.	5,100	102,000	102,000	1885	ex div.
New Shares.	1,000	20,000	20,000	1885	ex div.
Hongkong Hotel Company, Ltd.	3,000	60,000	60,000	1885	ex div.
China Sugar Company, Limited.	8,000	160,000	160,000	1885	ex div.
Hongkong Tea Company, Limited.	5,000	100,000	100,000	1885	ex div.
Hongkong Bakery Company, Ltd.	8,000	160,000	160,000	1885	ex div.
Lakon Sugar Company, Limited.	7,000	140,000	140,000	1885	ex div.
Pork Tin Mining & S'ing Co., Ltd.	5,000	100,000	100,000	1885	ex div.
Panjoan & Sanghie Dua Samat.	40,000	800,000	800,000	1885	ex div.
Mining Co.	40,000	800,000	800,000	1885	ex div.
H'kong Kope Manufacturing Co., Ltd.	3,000	60,000	60,000	1885	ex div.
H. & M. Glass Manufacturing Co., Ltd.	4,000	80,000	80,000	1885	ex div.
A. S. Watson & Co., Limited.	3,500	70,000	70,000	1885	ex div.
H. K. High-Level Tramways Co., Ltd.	1,250	25,000	25,000	1885	ex div.
Chinese Imperial 1881.	8,568	171,360	171,360	1885	ex div.
" " 1884.	2,700	54,000	54,000	1885	ex div.
" " 1884.	2,700	54,000	54,000	1885	ex div.
" " 1884.	2,700	54,000	54,000	1885	ex div.
Chinese Imp. (Ch. Bank Loan) 1885.	2,700	54,000	54,000	1885	ex div.

**SHIPPING REPORTS.**  
The British steamer **Zofiro** reports: Had  
strong north-easterly winds, and high sea  
throughout.  
The British steamer **Palmarus** reports:  
Had strong N.E. winds and fine weather.  
The German steamer **Oder** reports: Dur-  
ing the voyage from Singapore to Hong-  
kong, had strong north-easterly monsoon,  
with much rain, and a high cross sea.

## POST OFFICE NOTICES.

**MAILS will close:—**  
For SHANGHAI—  
Per Yangtze, at 3.30 p.m., on Friday,  
the 3rd inst.

For Oder, at 4 p.m., on Friday, the 3rd  
inst. (Late Letters 4 to 4.30.)  
For YOKOHAMA, KOBE & NAGASAKI  
Per Stettin, at 4.30 p.m., on Friday, the  
3rd inst.

For SHANGHAI—  
Per Canton, at 2.30 p.m., on Saturday,  
the 4th inst.  
For AMOY & MANILA—  
Per Zofiro, at 4.30 p.m., on Saturday,  
the 4th inst.

For SINGAPORE—  
Per Elektra, at 9.20 a.m., on Tuesday,  
the 7th December.  
For NAGASAKI, KOBE & YOKOHAMA.  
Per Tabet, at 5 p.m., on Thursday, the  
9th December.

**MAILS BY THE BRITISH PACKET.**  
The British Packet **Robilla** will  
be despatched on TUESDAY, the 7th  
December, with Mails for the United  
Kingdom, Europe, and countries be-  
yond, via Brindisi, to the Straits Settle-  
ments, Netherlands India, Borneo,  
Ceylon, India, Aden, Egypt, Malta,  
and Gibraltar.

The usual hours will be observed in closing  
the Mails, &c.

## MAILS BY THE FRENCH PACKET.

The French Packet **Arctique** will  
be despatched on TUESDAY, the 7th  
December, with Mails to the United  
Kingdom, Europe, and countries be-  
yond, via Brindisi, to the Straits Settle-  
ments, Netherlands India, Borneo,  
Ceylon, India, Aden, Egypt, Malta,  
and Gibraltar.

The usual hours will be observed in closing  
the Mails, &c.

## HOURS OF CLOSING

**THE FRENCH MAIL.**  
The following hours are observed in closing  
Mails, &c., by the French Contract  
Packet:—

Day before departure.—  
8 a.m.—Money Order Office closes.  
Post Office closes, except the  
Night Box, which is always  
open out of Office hours.

Day of departure.—  
7 a.m.—Post Office opens.  
10 a.m.—Registry of Letters closes.  
Posting of all printed matter  
and patterns ceases.

11 a.m.—Mails closed, except for Late  
Letters.  
11.10 a.m.—Letters may be posted with  
Late Fee of 10 cents until  
11.30 a.m.—When the Post Office closes  
entirely.

11.40 a.m.—Late Letters may be posted  
on board the packet with Late  
Fee of 10 cents until time of  
departure.

## MEMOS. FOR TO-MORROW.

## Shipping.

Daylight.—Thales leaves for Coast Ports.  
4 p.m.—Yangtze leaves for Shanghai.  
5 p.m.—Oder leaves for Shanghai.  
5 p.m.—Stettin leaves for Yokohama, &c.  
Goods per Brimblebury undelivered after  
this date subject to rent.

## General Memoranda.



**THE ABERDEEN.** A steam launch, 75 feet long and recently purchased in Hongkong by the Outrigger, arrived at Shanghai on Wednesday night, the 24th ultimo. The Aberdeen is a handsome little vessel and is to be used on the Upper Yangtze. She is commanded by Captain Lowman, late of the Sloop-of-war, and Mr. Stainfield, formerly of the Yangtze, is her engineer.—N. C. D. News.

**WHAT PEOPLE ARE THINKING.** They, considering the depressed state of the local marine insurance companies' shares, and the probability of keen competition from other companies, it would be well for the North-China Insurance Company to provide cheaper offices, and dispose of their present extensive premises, which would require a large amount of the Company's funds.—Shanghai Mercury.

The New York Maritime Register of the 10th October says: "The master of the British bark *Onyx*, which is manned entirely by Chinese sailors, states that the total expenses to and from Shanghai, China, to Burdard Inlet, are 600 per cent. less than they would be had he an English crew on board. Each of the Mongolian sailors is paid \$2 per month, and the crew of each man for the same period, costing only \$1.60. The bark has on board 800 cwt. of kelp fished up from the inlet, and 1,000 pounds of dog fish caught in the harbor. The leaves of the sea plant, which are dried and will keep for months, make fine food for the Chinamen during the voyage, and the dog fish are a particularly favorite article with the Mongolians."

The Canton correspondent of the N. C. D. News, writing on the 16th instant, says:—If the French continue their present action in Annam and make themselves really masters in Tonking they may find it no difficult matter to acquire the strip of country between the present frontier and the banks of the West River. The number of steamers which they have on the inland waters of their new colony lead me to think they would use an excellent use of the upper waters of the West River if allowed to do so. But there is really no hope of the West River being opened to foreign trade and navigation as long as Chang Chih-tung is at the Canton, and Tsao Yu-yang at the Yunnan end of this fine river. The strengthening of the barriers in the Macao Reach is one proof.

Says the N. C. D. News:—The Hongkong newspapers are by no means mealy-mouthed: the *China Mail* says of Mr. George Bowen that his pompous egotism has inflated old croaker never held the reins of local power, and declares that he is "repeating his old tricks of being absent from, instead of present at, his post as much as possible, and thereby drawing as much pay as he can." It is a remarkable manifestation of the superiority of common honesty, that one often hears of instances of officials, who intend to resign, going home and putting off their resignation as long as they can get leave pay from their employers, while never intending to do any more work for that pay; and men who would be indignant if it were even hinted that their honor was not unimpeachable, will condescend to an evasion of this kind.

THE N. C. D. News says:—A correspondent writes us from Ningpo that there were some inaccuracies in our report of the accident to Mr. Frank Smith. The three gentlemen who were shooting were, he says, a Mr. Smith, Mr. Smith, and Mr. Smith. The latter was on the side of a hill, and Mr. Smith had walked on, as they had to turn down the side of the hill, getting into such a position that, while Dr. Daly could plainly see Mr. Smith's body, Mr. Kleinewich could only see his left leg, believing Mr. Smith to be some distance off, mistook it for a fox. We are glad to know too, that in the opinion of the doctors, the bones of Mr. Smith's leg are untouched, and that no permanent injury to him is likely to result. We do not imagine that anyone who read our report would have thought that it implied any carelessness on Mr. Kleinewich's part; it was as purely an accident as anything could be, Mr. Smith's body, as we learn from another account, being entirely hidden by brushwood, which, not coming down to the ground, left his gaiter exposed.

So far as is known, we have not yet returned to the good old custom of deliberate wrecking. But the remarkable reputation of 'Gallant Little Wales' has taken a decided step in that direction. Two ships went to wreck near Porthcawl in the awful gale of Friday night. The *Malvern*, of Liverpool, was lost on the Tusk with all hands, and the *Benz-Glo* was driven on Nash Point. A steamer came to the rescue from the latter vessel, but the hospitable Colts among whom they were cast refused to furnish them with food until payment was guaranteed. Meanwhile they occupied themselves in sealing these men's property from the wreck of their ship, and in the case of the *Malvern*, such was the humane and honest conduct of the local 'masses.' Lord Dunraven, as the alien representative of feudal despotism in the district, supplied the shipwrecked men with food, shelter, and money. But that only proves how far behind his neighbors he is in civilization.—St. James's Budget.

#### THE ENGLISH MAIL.

Considerable excitement prevails as to the non-arrival of the English mail, which was expected at the latest this morning. In the afternoon the light-house keeper at Green Island (Mr. Mather) reported to the Harbour Master, Captain Thomsett, that he had observed, as he thought, a large steamer making for the island under sail. Captain Thomsett communicated this information to the Superintendent of the P. & O. Company, Mr. Woodin, adding that he would inquire at the Peak if such a steamer had been seen from there, but before this reply was got the launch was on its way. After going round the island at a pretty wide radius the launch returned about seven o'clock without having discovered any trace of the English mail or of any steamer under sail. The tug *Philo* was ordered to the Dock Company and Mr. Chabers' launch *Belle* all started on the same hopeless errand.

There is really no cause for alarm yet, as the *Strath* is an old boat and the report of those who ventured out in the launches is that a stiff breeze is blowing from the N.E., with a very heavy swell.

#### SERIOUS AFFRAY IN HONGKONG.

A CONSTABLE AND TWO MEN SHOT.

About half-past ten o'clock this forenoon, two Chinese ruffians, unemployed pirates, entered a gambling house in Square Street and began to strut about as if they were the masters of the establishment. The owners of the lucrative if not very honest business, did not like the demeanour of the men, and asked them what they wanted in the house, saying that if the visitors wished to gamble they would accommodate them, but there was no necessity for making a noise. To this request the bold intruders defiantly retorted: "Oh, don't you know who we are?" and to give an ocular demonstration of the fraternity to which they belonged, they each pulled out two revolvers and leveled them at the heads of the occupants.

Keeping thus the inhabitants of the house in terror they seized the bank and then made off as fast as they could. The gamblers, however, were determined not to allow their plunderers to get off without a chase, and perhaps a fight; so seizing some iron beams, they rushed out after the men into Square Street, followed them down Tank Lane into Square Street again. During this pursuit the two ruffians fired shots from their pistols at random, one of which entered the neck of a boy of about 12 years of age who happened to be passing along the street, while another grazed the breast of a man who was nursing a child. At the foot of the steps in Square Street one of the pirates, Olm Achan, by name, but better known by the nickname of Hok Lung Oua, practically rushed into the arms of an Indian Constable, No. 595, who was rushing forward to the scene of the disturbance. The constable seized him by the back of the neck, but the ruffian determined to show fight, and with a clear round by his back at the Indian Constable, he shot and passed into the groin. The Constable, however, did not slacken his grip and both rolled on the ground. A district watchman in plain clothes came up at this juncture, and with the aid of another Indian who followed him they secured the pirate and took possession of one of his revolvers, the other not being found. The wounded man was immediately taken to the Government Civil Hospital. The bullet was then extracted from the boy's neck by Dr. Wharry, and the lad is in a fair way to recovery. The wound received by the man in the street was seen to be very slight, only a part of the skin was torn and discharged. When the man was brought to the Police Station he had two revolver pouches and 24 ounces of ammunition in a wallet in front of his body, and a large knife belonging to him was also discovered, besides Triad Society tickets.

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His Lordship pointed out that the plaintiff had done nothing to proceed with his application for a writ of habeas corpus, and that the plaintiff could have pressed on the suit and had not done so.

#### CORRESPONDENCE.

MR. RYRIE'S MOTION ON THE GOVERNOR'S ABSENCE.

(To the Editor of the "CHINA MAIL.")

December 2.

SIR,—In connection with the motion to be made in Council to-morrow by the Senior Member, I permit myself to call your attention to Rule 125 of the Rules and Regulations of H.M.'s Colonial Service. It is as follows:—

"Officers applying for leave with the intention of retiring must only receive such part of leave as will allow time for coming to a decision in England respecting the application for retirement."

Of course, in terms, this only applies to officers under the rank of Governor, applying to a Governor for leave of absence; but the principle embodied in it, that going on leave involves the idea of a return to duty, and that the person who is allowed to absent himself from a colony for the purpose of arranging the terms of his retirement, is only to have just so much time given him as is absolutely necessary to enable him to adjust matters with the Colonial Office, is the same in respect of a Governor as of a colonial officer.

The half-pay a man gets when absent from his post on leave is a sort of retaining fee, and is given on the understanding that the man is to return to duty at the expiration of his time. Now our Governor Sir George Bowen announced when he was leaving here that he did not intend to return, that he was going away for good, retiring from the public service after many long years of labour, and I have no hesitation in saying valuable labor. He has been absent almost twelve months and has got an extension of leave for 6 months more, and during all this time is drawing half-pay. If he had taken the proper steps to do so, his retirement could have been arranged certainly in 3 months after he got home, if not in less. Why was not the rule applied, applicable to all other civil servants, applied to him? That is really the point the Senior Member wants to raise, and it is a question that ought to be passed. A Secretary of State has no more right to violate a well-established rule and disregard a sound common-sense principle than a Governor, and when he does so, as in this case, a protest ought to be made and the abuse exposed to public notice and condemnation. It will do no good perhaps in this particular case, the mischief is done and cannot be undone, but a motion in Council, and a protest will prevent Sir George Bowen's case being made into a precedent and will make the authorities at home more careful.

Mr. Ryrie's motion will not, of course, be carried. He may be, although it is hardly probable, refused permission to put it. An attempt will certainly be made to get him to withdraw his motion on any one of a hundred different grounds, but none of them will be likely to succeed. It is most likely to be argued that his resignation would be carried on have no result, and that useful or useless, it is sure to be negative. Our Senior Member is not the man to be bamboozled in that way. He knows by long experience that the action of the official member of Council is its effect given when in appearance they have been

most completely overcome, and deliberately set upon by the official element. He is not the man to put his hand to the plough and to be doing good service by being pulled back. His Resolution, and ought to be strongly supported. It is not a matter in which Sir George Bowen's character or antecedents or value as a Governor are at all concerned. The question is the same whether he is a good Governor or a bad one. It is a question of principle—Is an officer who goes on leave with no intention of returning to his post and with the express declaration that he is about to retire, to be allowed to draw his half pay for an unlimited period, or only, as the Rules lay down, for the time needed to arrange for his retirement.

—Yours very truly,

JNO. J. FRANCIS.

[We thoroughly agree with and heartily endorse the remarks here made by the worthy Queen's Counsellor. At the same time, we can scarcely explain the omission of the name of the official member of Council, who has already given notice.—Ed. C. M.]

#### SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Sir George Phillips, Chief Justice.)

Thursday, Dec. 2.

ANSEL ORTIZ v. MAJORGEOR SMITH AND ANOTHER.

Some two weeks ago an order calling on the plaintiff to show cause why this suit should not be dismissed was obtained by Mr. Justice Phillips on the 24th of the 10th day of May last, instructed by Mr. Johnson, of Messrs Sharp Johnson and Stokes, appeared to show cause.

Mr. Leach contended that the order was improperly obtained. The action was made under section 49 of the Code and was an action for the recovery of a sum of money, and the plaintiff in this suit had not been served with a copy of the writ, and the order was made on the 24th of May, 1886, and subsequently an order was obtained for the plaintiff to show cause why this suit should not be dismissed.

He contended that on the merits of the case the order should be dismissed. There were other two suits with reference to very much the same matter and both of these suits were prior in date to the present action and in reason why the plaintiff in this suit had not been served with a copy of the writ, and the order was made on the 24th of May, 1886, and subsequently an order was obtained for the plaintiff to show cause why this suit should not be dismissed.

His Lordship pointed out that the plaintiff had done nothing to proceed with his application for a writ of habeas corpus, and that the plaintiff could have pressed on the suit and had not done so.

Mr. Francis argued that the objection to the application being made on the 4th of June of the Code was altogether too narrow. The amendment obtained in November 1885 was obtained solely on the ground that one of the defendants, Mr. J. H. Smith, was absent from the colony but was expected to arrive soon. He arrived on the 5th of December and the suit might have been commenced at once. The affidavit made by Mr. Wilson was quite correct; nothing had been done by the plaintiff within 12 months. It would have been much better if the whole of the facts had been set out; and if they had been in his memory at the time he made the application he would have mentioned the fact that he had not been served with a copy of the writ, and the order was made on the 24th of May, 1886, and subsequently an order was obtained for the plaintiff to show cause why this suit should not be dismissed.

His Lordship asked Mr. Leach if he was prepared to go on with the case.

Mr. Leach said that he would have to communicate with Manila the result of the application made to-day and then bring the witnesses from Manila.

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#### IN BANKRUPTCY.

(Before Sir George Phillips, Chief Justice.)

Thursday, Dec. 2.

EXAMINATION OF A BANKRUPT.

Mr. Hutterly, bankrupt, came up for his first examination. He was examined by Mr. A. G. Wise, the Acting Registrar, stated that the total liabilities of the bankrupt (who is a hairdresser by profession, and was formerly in the employ of Mr. H. Campbell), amounted to \$510.53, and his assets were practically nil. Mr. H. Campbell, his former employer, then examined by Mr. A. G. Wise, said that he had received \$60 a month, and had during the greater part of his engagement to pay for his own lodging as he had been turned out of Mr. Campbell's house. He denied that this was on account of his own domestic arrangements, and alleged that it was on account of Mr. Campbell

having put him in a damp room where he got the fever.

Mr. Webber having stated that Mr. Campbell was going away to-day for four or five months, his Lordship consented to bear his evidence at once.

Mr. Campbell said the bankrupt was paid \$60 a month, and provided with board and lodging and also had his washing paid, with the promise of receiving \$200 at the expiration of two years. After a time, he told the bankrupt that he must either alter his 'domestic arrangements,' or leave the house. Bankrupt left the house, and Mr. Campbell had been appointed arbitrator in a suit brought by himself against bankrupt, had deducted from his diary a sum equal to \$7.50 per month for lodgings for the whole time bankrupt lived out of the house. Mr. Campbell allowed bankrupt to sell cigars in the shop for his own profit, and instead of paying for the cigars he appropriated the money. For a time bankrupt lived at Mrs. Stainfield's boarding house, and when he went there he gave a champagne dinner, finally running up a debt of \$130, which he (Mr. Campbell) had gone security for. Mrs. Stainfield threatened to summon Mr. Campbell if he did not pay this amount, and he paid by instalments. This he had not put into his judgment debt.

Mr. Campbell was cross-examined at some length by the bankrupt, and a lively dialogue took place between the parties. Bankrupt said it was Mr. Campbell's house, and when he went there he gave a champagne dinner, finally running up a debt of \$130, which he (Mr. Campbell) had gone security for. Mrs. Stainfield threatened to summon Mr. Campbell if he did not pay this amount, and he paid by instalments. This he had not put into his judgment debt.

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#### NEWS BY THE GERMAN MAIL.

The North German Lloyd steamer *Oder*, Captain Fleischer, from Bremen, arrived here this morning, bringing letters dated Berlin 26th November, four days later than the latest date by the *Strath*, the English mail boat hourly, or rather momentarily, expected. The *Oder* left Singapore at 5.30 on the 26th ultimo, 24 hours after the *Strath*, and arrived here about ten o'clock, thus accomplishing the run from port to port in five days, sixteen and a half hours, not bad time considering the strength of the monsoon.

From our Ceylon exchange brought on by the *Oder* we extract the following telegram:—

THE EGYPTIAN QUESTION.

London, Nov. 7.—The Cabinet has replied to a note of the French saying that they take their stand on Mr. Gladstone's policy, and decline to promise any withdrawal from Egypt.—Pioneer.

ESTABLISHMENT OF A NEW ORDER.

London, Nov. 12.—It is announced that a new Order to be conferred for distinguished services on Naval and Military officers has been established. The provisions under which the Order is established are published. The Order consists of the Sovereign and Companions only, and its members rank after the Companions of the Indian Empire.—Bombay Times.

CAIRO, NOV. 16.—Large parties of rebels are hovering about Wady Halfa. The Egyptian Regiment has been ordered there to reinforce the Garrison.

CAIRO, NOV. 17.—There is no foundation for the statement that an Egyptian regiment has been ordered to Wady Halfa. There are already 2,700 Egyptian troops there which are considered sufficient to stop the rebel advance, if attempted.

AUSTRIA AND RUSSIA.

Vienne, Nov. 16.—M. Andrassy, speaking to the Hungarian delegation, strongly condemned the Russian ultimatum to the Emperor's Alliance, the interests of Russia and Austria being opposed.

Count Kalnoky concurred and said Austria must uphold the autonomy of Bulgaria. Russia had no special rights in Bulgaria.



## Mails.



STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID,  
MARSEILLES, MALTA, GIBRALTAR,  
BRINDISI, TRIESTE, VENICE,  
PLYMOUTH, AND LONDON.

BOMBAY, MADRAS, CALCUTTA, AND  
AUSTRALIA.

N.B.—Cargo can be taken on through Bills  
of Lading for BATAVIA, PERSIAN  
GULF PORTS, MARSEILLES,  
TRIESTE, HAMBURG, NEW YORK  
AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
ROHILLA, Captain W. BARKETT, with  
Her Majesty's Mails, will be despatched  
from this for LONDON, via BOMBAY  
AND SUEZ CANAL, on TUESDAY, the  
7th December, at 4 p.m.

Cargo will be received on board until  
10 a.m. on the day of sailing.  
Parcels and Special (Gold) at the Office  
until 10 a.m. on the day of sailing.  
Silk and Valuable Goods for Europe will be  
transhipped at Colombo. Tea and  
General Cargo for London will be conveyed  
via Bombay without transshipment, arriving  
one week later than by the ordinary direct  
route via Colombo.

For further Particulars regarding  
FREIGHT AND PASSAGE, apply to the  
PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Office, Hongkong.  
The Contents and Value of Packages are  
required to be declared prior to shipment.  
Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Bill of Lading.

Passengers desirous of transhipping their bag-  
gage can do so on application at the Com-  
pany's Office.

N.B.—This Steamer takes Passengers and  
Cargo for MARSEILLES.

E. L. WOODIN,  
Acting Superintendent.

Hongkong, November 27, 1886. 2297

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF  
PEKING will be despatched for  
San Francisco, via Yokohama, on  
SATURDAY, 11th December, at 3 p.m.,  
taking Passengers and Freight for Japan,  
the United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States, via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America, by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who  
have paid full fare, re-embarked at San  
Francisco for China or Japan (or vice versa)  
within six months, will be allowed a discount  
of 20% from Return Fare; if re-embarking  
within one year, an allowance of 10% will  
be made from Return Fare. Pre-Paid Re-  
turn Passage Orders, available for one year,  
will be issued at a discount of 25% from  
Return Fare. These allowances do not apply  
to through fares from China and Japan to  
Europe.

Freight will be received on board until 4  
p.m. the day previous to sailing. Parcel  
Packages will be received at the Office until  
5 p.m. same day; all Parcel Packages  
should be marked to address full; value  
of same is required.

Consular Invoices to accompany Cargo  
destined to ports beyond San Francisco  
should be sent to the Company's Office in  
Beard Envelopes, addressed to the Collector  
of Customs at San Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 60A, Queen's Road Central.

O. D. HARMAN,  
Agent.

Hongkong, November 23, 1886. 2229

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID, TRIESTE,  
BRINDISI.

ANTWERP, BREMEN & HAMBURG.  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS.

ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LOGGERS.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON MONDAY, the 27th day of Decem-  
ber, 1886, at Noon, the Company's  
Steamship OBER, Captain PFEIFFER,  
with MALES, PASSENGERS, SPECIE,  
and CARGO, will leave this port as above.  
Shipping Orders will be granted till  
Noon, Cargo will be received on board  
until 4 p.m., Specie and Parcels until 3  
p.m. on the 26th December. (Parcels are  
not to be sent on board; they must be  
left at the Agents' Office). Contents and  
Value of Packages are required.

The Steamer has splendid Accommodation  
and carries a Doctor and Stewardess.  
Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,  
Agents.

Hongkong, November 29, 1886. 2268

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES,  
Reprinted from 'The China Mail.'  
WITH AN APPENDIX.

THIS PAMPHLET is Now Ready,  
and may be had at the  
Office of this Paper,  
Messrs. LANE, CRAWFORD & Co.,  
Messrs. KELLY & WALSH,  
And Mr. W. BREVES.

Price . . . . . 50 Cents.

## Insurances.

LANCASHIRE INSURANCE  
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underinsured are prepared to grant  
POLICIES on the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Goods on board Vessels and on Hulls of  
Vessels in Harbour, at the usual Terms  
and Conditions.

Proposals for Life Insurances will be re-  
ceived, and transmitted to the Directors  
for their decision.

If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to  
ARNOLD, KARELBERG & Co.,  
Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

## NOTICE.

QUEEN FIRE INSURANCE COM-  
PANY.

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STEAM-LAUNCH

MORNING STAR

Runs DAILY as a FERRY BOAT between  
Peikoi's Wharf and Tsim-Tsu-tai at the  
following hours:—This Time Table will  
take effect from the 21st OCTOBER, 1886.

WEEK DAYS. SUNDAYS.

Leaving Peikoi. Leaving Tsim-Tsu-tai.

9.00 A.M. 7.00 A.M. 5.00 A.M. 7.00 A.M.

8.00 " 8.25 " 7.30 " 8.00 "

8.30 " 8.45 " 8.00 " 8.15 "

8.40 " 10.20 " 10.30 " 10.45 "

10.40 " 10.55 " 11.00 P.M. NOON.

11.15 " 12.25 P.M. 12.25 " 1.15 P.M.

1.45 P.M. 1.00 " 1.25 " 1.55 "

1.25 " 1.55 " 2.25 " 2.55 "

2.25 " 2.55 " 3.25 " 3.55 "

3.25 " 3.55 " 4.10 " 4.25 "

4.10 " 4.25 " 4.50 " 5.10 "

4.50 " 5.10 " 5.25 " 5.40 "

5.25 " 5.40 " 5.55 " 6.15 "

5.55 " 6.15 " 6.30 " 6.45 "

6.30 " 6.45 " 7.00 " 7.15 "

7.00 " . . . . .

\* There will be no Launch on Monday  
and Friday, on account of coaling.

The above Time Table will be strictly  
adhered to, except under unavoidable cir-  
cumstances. In case of stress of weather,  
due notice will be given of any stoppage.

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